SUPPLEMENT

TO THE

TWENTIETH BIENNIAL REPORT

OF THE

NEVADA STATE HIGHWAY DEPARTMENT

PLANNING SURVEY

January 1957

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INTRODUCTION

As Nevada, along with other states, enters into the new, greatly expanded Federal-aid highway program, the factors which determine our highway revenues and spending necessarily become more complicated. In order to simplify and condense our explanation of these factors, we have prepared the series of tables, charts, and graphs contained in this booklet, which are intended particularly for those who are concerned with our Department's budget.

Although it is hoped that this material is largely self-explanatory, a few words of amplification may be in order.

First, as our statistical material will indicate, the Nevada Highway Department is embarking in a program larger than ever before in its history. Most of this program will be in connection with the interstate freeway program, for which the Federal share is $49,943,778 in Nevada over the next three years, this amount requiring $5,797,091 State-matching money. In authorizing this huge interstate program, Congress is inviting us to take advantage of the biggest bargain in roads ever made available to this State. For approximately a tenth of actual cost, Nevada, in participating in the new Federal-aid Interstate program, will eventually have 544 miles of 4-lane freeways -- an opportunity we, of course, cannot afford to refuse.

Maintenance costs per mile are continually rising due to increased traffic and to the increased cost of materials, supplies, equipment, wages, and the added traffic service facilities demanded by the traveling public. Adding to these basic costs is the fact that the total mileage of highways being maintained by this Department is also increasing every year.

INTRODUCTION

Increased costs are further reflected in the necessity of replacing obsolete facilities, such as maintenance residences, garages, shops, and storage sheds. Many of these have been rebuilt during the past biennium, others -- some of them in service for almost 40 years -- will require early replacement. In addition, we will require additional units to meet the demands of our expanded program. To facilitate our entire operation, and thereby substantially reduce part of our maintenance costs, we have installed a 2-way radio system throughout the State. Over a period of time, this radio operation will pay for itself many times over.

Likewise, center-striping of most of our paved highways together with adequate signing has become an accepted safety and informational requirements. In urban areas, traffic has increased to such an extent that traffic islands, lights, signs, and signals have become a practical necessity. Maintenance of such facilities has become an important item in our budget.

Another cost factor which has shown steady increase since 1917 is highway right-of-way. A rise in such costs has been primarily due to the over-all increase in land and real estate values in Nevada. During recent years, also, much construction has been necessitated in our fast-growing urban areas, where traffic has reached such volumes that expensive lands for additional lanes have had to be purchased. Our new, heavily-traveled highways must be protected by means of access control; again, this means the purchase of access rights or abutting lands and business establishments. Right-of-way costs will continue to rise as our State's economy develops.

These and other factors indicate why construction costs have been growing and why less reconstruction can be accomplished each year for the same amount of money. Although the problem of rising construction costs is partially offset by larger Congressional appropriations, this in turn means that more State matching

funds must be provided. These Federal appropriations for the fiscal years ending 1958 and 1959 are approximately 89 percent higher than for previous bienniums. These increased Federal appropriations require 46 percent more State matching funds than were needed during the previous biennium.

EXPLANATION OF STATISTICAL SECTION

1. Highway Department Revenues

Table I - TOTAL REVENUES OF NEVADA STATE DEPARTMENT OF HIGHWAYS

This table reflects the itemized growth of the Department from 1917 to 1956. Gross State Highway revenues are shown in contrast to Federal-aid so that funds derived from the State and from the Federal Government will be readily discernible. The separate listing of these Federal-aid funds is of two-fold importance: First it determines to a great extent the amount of highway construction which can be undertaken; and second, it determines the amount of State money needed for matching.

Graph 1 - YEARLY COMPARISON OF FEDERAL-AID AND STATE REVENUES OF THE DEPARTMENT, 1917 to 1956

This graph shows the yearly income segregated into Federal-aid and gross State revenues. Due to additional Federal postwar appropriations, Federal-aid loomed above State Highway revenues for a few years (red shaded area on graph), but generally State funds are slightly higher than Federal (blue shaded area). Area appearing in purple represents identical amounts of State and Federal funds. Greatly increased Congressional authorizations plus a higher Federal ratio of participation will cause Federal moneys to exceed State Highway expenditures in future years.

Graph 2 - COMPARISON OF YEARLY STATE REVENUES OF THE DEPARTMENT, 1917 to 1956

State Highway revenues are indicated here according to source. The relative importance of the gas and diesel fuel tax is seen. Other

main sources of highway revenues, as shown, are fees from motor vehicle registrations and motor carrier licenses.

Chart 1 PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE REVENUES OF THE DEPARTMENT, 1917 to 1956

Here is seen a comparison of total cumulative State revenues and Federal-aid funds. Through fiscal years from 1917 to 1956, approximately 50 percent of all highway revenues were derived from the Federal Government and 50 percent from State sources; in the fiscal year 1956-1957, 47 percent of all highway income was Federal-aid with 53 percent from State sources.

Chart 3 PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE STATE REVENUES OF THE DEPARTMENT, 1917 to 1956.

Chart 3 is a further breakdown of that portion of Chart 1 denoting the cumulative State revenues (about 50 percent of the total). In Chart 3, the importance of the gas and diesel tax is shown by the fact that it represents 61 percent of all cumulative State revenues. Other taxes, fees and licenses amount to 29 percent, while the remaining 10 percent consists of State Highway bonds, miscellaneous non-continuous fees, and refunds from other State agencies (as shown in Table I).

2. Highway Department Expenditures

Table II TOTAL EXPENDITURES OF THE DEPARTMENT, 1917 to 1956

Table II shows the itemized expenditures by fiscal years, 1917 to 1956. Federal-aid, a highly important listing, is indicated separately not only to indicate the amount received by the Federal Government but also to show how much the State must provide.

Table III EXPENDITURES - TAX COLLECTION COSTS, REFUNDS, TRANSFERS, ETC., OF THE DEPARTMENT, 1917 to 1956.

Graph III COMPARISON OF YEARLY EXPENDITURES OF THE DEPARTMENT, 1917 to 1956

Expenditures are arranged according to importance in Graph III. In the graph is shown a yearly comparison of such expenditures as well as the significance of Federal-aid exceeding State expenditures during the years 1931 to 1944 (red shaded area), and State expenditures exceeding Federal funds during the years 1945 to 1956 (blue shaded area). Area appearing in purple represents identical expenditures of State and Federal funds.

Graph IV COMPARISON OF YEARLY STATE EXPENDITURES OF THE DEPARTMENT, 1917 to 1956

A comparison of such expenditures as general administration, Federal-aid construction, and maintenance is seen in Graph IV. Significant for their persistence in growth are the maintenance expenditures, which have continuously increased as our highway system has grown. This constantly increasing cost deserves the attention and consideration of everyone concerned with State Highway finances since no Federal-aid funds can be used for highway maintenance.

Table VI AMOUNT AND PERCENTAGE COMPARISON OF TOTAL CONSTRUCTION OF THE DEPARTMENT, 1937 to 1956

Table VII MOTOR VEHICLE REGISTRATION FOR APPORTIONMENT TO COUNTIES BY FISCAL YEARS FROM STATE CONTROLLER'S ANNUAL REPORTS AND MOTOR VEHICLE DEPARTMENT

Table VIII $1\frac{1}{2}$-CENT GAS TAX APPORTIONMENT TO COUNTIES BY FISCAL YEARS FROM STATE CONTROLLER'S ANNUAL REPORTS

Table IX STATE HIGHWAY FUND BALANCES BY MONTHS

Although Table IX suggests a fairly healthy theoretical net worth

of highway funds, it should be kept in mind that - regardless of value - the amount in the highway balance at any given time is all that is available to meet highway commitments. The vouchered amounts represent construction payments made from State funds that are reimbursable from Federal funds. These unpaid vouchers have frequently exceeded one million dollars during the past few years and will increase proportionately because of the accelerated highway program. Therefore, any encroachment upon sources of income from which State Highway funds must come should be viewed with concern.

Chart 2 PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE EXPENDITURES OF THE DEPARTMENT, 1917 to 1956

A comparison of cumulative expenditures is seen in Chart 2 where the percentage relationship of State expenditures, Federal-aid, tax collection costs, etc., can be found. Through the fiscal years from 1917 to 1956, approximately 50 percent of these expenditures were Federal-aid; 45 percent were from State funds; and 5 percent were tax-collection costs, refunds, etc. For fiscal year 1956 (as also indicated in Table 3), 48 percent of all highway expenditures were Federal-aid, 45 percent were State; and 7 percent were tax-collection costs.

Chart 4 PERCENTAGE DISTRIBUTION BY TYPE OPERATION OF TOTAL CUMULATIVE EXPENDITURES OF THE DEPARTMENT, 1917 to 1956

This chart is a further breakdown of the expenditures shown in Chart 2 (excluding the 5 percent collection costs which were not usable for highway purposes). Combined construction expenditures

of Federal and State funds, including preliminary engineering, are 75 percent of this total; maintenance accounts for an additional 19 percent; and administration, 3 percent. The remaining 3 percent consists of miscellaneous expenditures.

Chart 5 MAINTENANCE OBLIGATIONS AND A BIENNIUM COMPARISON OF GROWTH OF STATE-INTEREST ROADS, 1917 to 1956.

This chart indicates that State-interest roads have increased from 1,450 miles in 1917 to 6,237 in 1956. (A State-interest road is one which is on the Federal-aid Primary , the Interstate, the Federal-aid Urban, the Federal-aid Secondary, or the designated State Highway System). As originally established, State-interest roads consisted of 250 miles of Federal-aid routes and 1,200 miles of other State roads. During the years 1917 to 1941, State-interest roads expanded from 250 miles to 2,064 miles of Federal-aid routes, and from 1,200 miles to 3,138 miles of other State roads. In 1941 (the change appearing on the chart in 1942), the Federal-aid Secondary System was established. Since 1941 State-interest roads have continued to increase and as of 1956 comprise 2,197 miles of Federal-aid Primary routes; 2,485 miles of Federal-aid Secondary routes; and 1,555 miles of other State roads. Of the 2,197 miles comprising the Federal-aid Primary System, 544 miles are on the Interstate System. The red curve line on this chart shows the number of miles maintained by the State. This mileage increased from 167 in 1920 to 2,978 in 1942, and 4,027 in 1956.

Since all mileage on the system improved by the State must be maintained by the Department, it is evident that total maintenance

costs are closely related to total mileage of improved roads. Maintenance costs will continue to increase as the Nevada system of improved roads grows, regardless of labor and material costs.

Graph V COMPARISON OF YEARLY REVENUES AND EXPENDITURES OF THE DEPARTMENT, 1917 to 1956.

This graph relates the total yearly revenue and expenditures during the history of the Department. As seen in the graph, these two cost factors have maintained a fairly even proximity over the years, rising from a little over a million dollars in 1917 to over 13 million in 1956.

3. Estimates of Future Department Revenues and Expenditures

Table IV ESTIMATE OF ANTICIPATED REVENUES AVAILABLE FOR HIGHWAY USE FOR 1957, 1958, 1959 AS COMPARED TO ACTUAL REVENUES OF 1956.

Tables IV and V are the most important of this entire series to those determining the Department's current budgetary requirements. The Department's financial status is completely and simply revealed by comparing the two tables. An expenditure slightly short of the anticipated revenue for the biennium ending June 30, 1959, is indicated.

Table V ESTIMATES OF PROPOSED EXPENDITURES BY THE DEPARTMENT FOR 1957, 1958, and 1959 AS COMPARED TO ACTUAL EXPENDITURES OF 1956.

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Total Revenue of Nevada State Department of Highways
by Fiscal Years 1917 - 1956

TABLE I

Year	1/State's Share Gas and Diesel Fuel Tax	2/Motor Vehicle Registration Fees	Public Service Commission License Fees	Drivers' License	State Tax Levy	State Highway Bonds	Racing Commission Fees	Various Association Refunds	City Construction Refunds	County Construction Reimbursement	County Maintenance Refunds	Railway Construction Refunds	Accounts Receivable	Miscellaneous	Total State Revenue	Federal Aid	Total
	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1917	-	-	-	-	120,570.54	-	-	-	-	-	-	-	-	40,000.00	160,570.54	-	160,570.54
1918	-	63,851.10	-	-	60,479.79	-	17,024.99	-	-	-	-	-	-	195.16	141,551.04	-	141,551.04
1919	-	30,738.25	-	-	206,570.68	-	7,451.92	-	-	88,982.23	-	-	7,730.56	6,258.67	347,732.31	125,570.65	473,302.96
1920	-	329.75	-	-	113,000.86	475,000.00	20,055.18	16,380.00	-	225,211.32	-	-	45,496.18	-	895,473.29	385,906.73	1,281,380.02
1921	-	-	-	-	203,961.89	325,000.00	11,998.61	10,000.00	-	439,976.51	-	-	80,192.07	39.81	1,071,168.89	566,590.63	1,637,759.52
1922	-	-	-	-	121,980.72	-	20,866.97	12,152.99	25,205.79	354,533.08	-	-	37,019.61	2,609.19	574,368.35	754,815.47	1,329,183.82
1923	-	-	-	-	117,625.14	-	23,624.57	18,021.14	15,678.64	415,395.30	-	-	68,751.67	6,730.16	665,826.62	1,287,060.51	1,952,887.13
1924	60,000.00	96,877.15	-	-	119,466.65	-	-	14,872.47	42,335.31	548,504.67	-	41,505.52	78,092.07	1,156.07	1,002,809.91	2,146,590.15	3,149,400.06
1925	156,149.03	239,995.85	-	-	120,154.54	100,000.00	9,669.00	7,200.00	39,798.62	420,680.97	15,742.65	17,710.48	28,951.88	26.00	1,156,079.02	1,735,853.73	2,891,932.75
1926	230,389.73	71,357.72	-	-	40,541.67	-	-	16,631.47	13,472.71	390,591.84	23,644.27	38,982.55	28,299.26	90.97	854,002.19	930,747.40	1,784,749.59
1927	233,501.30	97,797.58	-	-	42,290.80	100,000.00	11,145.91	25,000.00	180.15	343,629.21	62,885.56	36,153.53	33,773.10	10,040.81	996,397.95	995,545.02	1,991,942.97
1928	259,731.32	109,749.02	-	-	1,131.85	100,000.00	7,515.03	-	8,822.50	243,287.44	30,172.26	18,874.57	33,991.50	4,988.24	818,263.73	1,040,934.23	1,859,197.96
1929	554,906.80	107,097.18	-	-	103,720.18	50,000.00	8,303.35	-	5,630.88	405,402.54	25,078.83	1,269.45	15,422.93	1,384.34	1,278,216.48	1,098,609.18	2,376,825.66
1930	674,711.02	147,493.81	48,292.25	-	106.201.86	-	-	-	5,000.00	121,872.91	5,806.40	-	27,268.16	916.60	1,137,563.01	1,120,686.76	2,258,249.77
1931	375,063.05	92,994.22	36,173.50	-	100,444.51	150,000.00	-	-	1,118.13	27,085.53	4,796.77	-	12,369.41	495.00	800,540.12	731,363.74	1,531,903.86
1932	764,349.77	217,239.86	65,450.00	-	95,963.81	200,000.00	9,773.33	-	2,000.00	3,000.00	3,250.00	10,975.85	22,094.40	-	1,394,097.02	2,763,866.69	4,157,963.71
1933	674,978.56	96,921.61	71,035.40	-	91,299.32	300,000.00	-	-	8,011.29	9,401.51	2,277.99	-	23,683.76	-	1,277,609.44	2,581,635.94	3,859,245.38
1934	804,597.15	110,668.49	148,101.72	-	46,347.96	-	-	-	2,657.41	-	-	-	17,097.69	-	1,129,470.42	3,592,012.04	4,721,482.46
1935	926,600.29	169,116.26	163,358.53	-	48,379.75	-	-	-	1,141.89	22,752.10	-	-	59,736.27	2,717.26	1,393,802.35	3,749,304.38	5,143,106.73
1936	1,085,290.55	165,888.94	221,223.92	-	8,836.69	-	-	-	3,000.00	12,000.00	-	-	18,144.68	5,202.43	1,519,587.21	4,090,024.26	5,609,611.47
1937	1,190,383.40	200,887.56	200,734.30	-	499.66	-	-	-	35,402.63	21,267.10	-	-	16,488.96	18,685.98	1,684,349.59	3,337,643.98	5,021,993.57
1938	1,282,599.60	158,500.25	201,699.83	-	-	100,000.00	-	-	3,097.46	2,366.09	-	1,187.08	38,245.50	14,680.77	1,802,376.58	3,080,768.08	4,883,144.66
1939	1,320,501.96	166,349.35	218,745.42	-	-	-	-	-	-	1,100.00	-	2,312.61	23,475.66	1,000.00	1,733,485.00	2,855,737.84	4,589,222.84
1940	1,509,892.75	189,169.18	258,811.45	-	-	-	-	-	-	10,082.95	-	116.66	33,913.41	14,781.41	2,016,767.81	1,961,063.94	3,977,831.75
1941	1,670,551.63	227,953.06	306,011.90	-	-	-	-	-	-	10,162.45	-	-	25,763.04	11,059.87	2,251,501.95	2,115,580.43	4,367,082.38
1942	1,904,568.78	339,542.73	404,449.16	67,614.00	-	-	-	-	-	-	-	-	24,217.03	1,030.96	2,741,422.66	1,951,591.21	4,693,013.87
1943	1,742,251.52	318,351.28	388,520.25	18,255.75	-	-	-	-	-	-	-	-	32,948.03	1,000.00	2,501,326.83	2,471,513.12	4,972,839.95
1944	1,402,385.58	337,817.90	451,407.43	61,393.51	-	-	-	-	-	800.00	-	-	43,583.66	650.00	2,298,038.08	1,793,789.88	4,091,827.96
1945	1,301,771.95	309,583.98	400,386.91	47,886.79	-	-	-	-	-	-	-	-	32,928.12	167.53	2,092,725.28	782,606.81	2,875,332.09
1946	1,910,308.27	342,270.76	471,957.73	32,871.43	-	-	-	-	-	-	-	-	39,139.50	27.86	2,796,575.55	767,110.32	3,563,685.87
1947	2,401,528.61	413,148.51	540,648.69	59,670.25	-	-	-	-	5,833.83	-	-	-	43,429.56	101.54	3,464,360.99	3,204,712.30	6,669,073.29
1948	2,609,593.15	422,736.42	635,471.44	44,154.35	-	-	-	-	-	-	-	-	67,672.48	142.66	3,779,770.50	2,761,376.93	6,541,147.43
1949	2,718,654.97	441,938.65	683,235.62	72,009.92	-	-	-	-	254,331.80	2,500.00	-	-	190,141.47	11.59	4,362,824.02	3,664,359.88	8,027,183.90
1950	2,852,791.21	480,103.37	823,595.40	42,602.08	-	-	-	-	5,300.72	362.12	-	-	74,072.37	1.20	4,278,828.47	4,366,214.87	8,645,043.34
1951	3,253,439.80	520,428.24	1,078,626.92	80,847.06	-	-	-	-	22,802.86	-	-	27,965.00	50,866.55	-	5,034,976.43	4,068,205.45	9,103,181.88
1952	3,796,529.25	674,531.25	1,299,397.49	51,376.07	-	-	-	-	-	2,000.00	-	-	164,897.83	-	5,988,731.89	3,322.297.52	9,311,029.41
1953	4,441,443.73	785,304.57	1,540,429.31	81,458.00	-	-	-	-	-	-	-	-	138,764.61	101,538.71/4	7,088,938.96	5,684,340.61	12,773,279.57
1954	4,767,954.97	821,112.30	1,690,945.87	80,043.00	-	-	-	-	14,502.79	6,572.92	-	-	72,473.95	-	7,453,605.80	4,902,816.80	12,356,422.60
1955	5,219,432.56	570,582.36	1,712,509.89	91,186.00		-	-	-		-	-	-	48,319.75	3/60,220.21	7,702,250.76	5,021,089.95	12,723,340.71
1956	6,006,222.43	1,170,679.99	1,179,923.40	153,541.10	-	-	-	-	55,300.80	-	-	-	87,506.20	-	8,653,173.92	7,695,881.65	16,349,055.57
Totals	60,103,074.69	10,709,108.50	15,241,143.73	984,909.31	1,869,468.87	1,900,000.00	147,428.86	120,258.07	570,626.21	4,129,520.79	173,654.73	197,053.30	1,886,962.87	307,951.03	98,341,160.96	95,505,819.08	193,846,980.04

1/ 4-1/2 cents. 2/Does not include counties allowance on each plate. 3/ $23,514.16 Airport Fund + $36,706.05 California construction participation. 4/ Airport Fund.

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NEVADA HIGHWAY PLANNING SURVEY
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Total Expenditures of Nevada State Department of Highways by Fiscal Years 1917 to 1956

TABLE II

Year	EXPENDITURE STATE FUNDS																
	General Administration	Preliminary Engineering	Reno Plant Equipment Material	State Construction Costs	Maintenance	Maintenance Buildings	County Maintenance	Roadside Improvement and Landscaping	State Building	Publicity and Information	Safety Division	Traffic and Sign Division	Drivers' License (Net)	Special Highway Traffic Count	Total	Federal Aid	GRAND TOTAL
	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1917	-	-	-	-	-	-	-	-	-	-	-	-	-			-	-
1918	34,979.41	36,074.62	24,662.09	-	16,596.54	-	-	-	-	-	-	-	-	-	112,312.66	-	112,312.66
1919	38,323.07	48,328.95	85,241.93	265,323.87	29,330.21	-	-	-	-	-	-	-	-	-	466,548.03	125,570.65	592,118.68
1920	60,153.72	60,000.76	171,122.35	774,477.34	44,121.16	-	-	-	-	-	-	-	-	-	1,109,875.33	385,906.73	1,495,782.06
1921	69,158.54	70,988.53	1,355.28	488,550.56	47,799.40	-	-	-	-	-	-	-	-	-	677,852.31	566,590.63	1,244,442.94
1922	69,158.55	70,988.53	1,355.29	488,550.56	47,799.41	-	-	-	-	-	-	-	-	-	677,852.34	754,815.47	1,432,667.81
1923	85,428.85	92,232.34	40,645.15	591,382.34	116,756.73	-	-	-	-	-	-	-	-	-	926,445.41	1,287,060.51	2,213,505.92
1924	85,428.85	92,232.35	40,645.15	591,382.35	116,756.74	-	-	-	-	-	-	-	-	-	926,445.44	2,146,590.15	3,073,035.59
1925	84,902.89	56,404.34	25,218.63	363,969.83	261,807.07	-	18,610.23	-	-	-	-	-	-	-	810,912.99	1,735,853.73	2,546,766.72
1926	84,902.90	56,404.34	25,218.63	363,969.84	261,807.07	-	18,610.23	-	-	-	-	-	-	-	810,913.01	930,747.40	1,741,660.41
1927	59,440.14	57,541.36	(10,065.98)	353,452.17	351,330.68	-	22,508.27	-	-	-	-	-	-	-	834,206.64	995,545.02	1,829,751.66
1928	59,440.14	57,541.37	(10,065.98)	353,452.17	351,330.68	-	22,508.27	-	-	-	-	-	-	-	834,206.65	1,040,934.23	1,875,140.88
1929	62,323.51	60,039.92	60,450.51	466,733.32	418,065.08	-	17,970.45	-	-	-	-	-	-	-	1,085,582.79	1,098,609.18	2,184,191.97
1930	58,465.49	87,490.48	86,548.23	615,032.39	500,031.86	-	3,867.29	-	-	-	-	-	-	-	1,351,435.74	1,120,686.76	2,472,122.50
1931	32,730.08	83,759.01	28,886.65	299,277.20	301,166.64	-	6,672.86	-	-	-	-	-	-	-	752,492.44	731,363.74	1,483,856.18
1932	50,543.00	166,332.59	16,904.58	510,614.02	614,278.72	-	4,098.69	-	-	-	-	-	-	-	1,362,771.60	2,763,866.69	4,126,638.29
1933	47,377.55	119,796.10	(36,133.88)	377,015.08	566,845.41	-	-	-	-	-	-	-	-	-	1,074,900.26	2,581,635.94	3,656,536.20
1934	48,997.36	140,176.38	35,244.51	574,906.16	502,715.66	-	-	-	-	-	-	-	-	-	1,302,040.07	3,592,012.04	4,894,052.11
1935	60,427.78	200,505.03	(12,537.37)	206,735.45	617,784.47	-	-	-	-	-	-	-	-	-	1,072,915.36	3,749,304.38	4,822,219.74
1936	90,393.28	220,140.19	36,241.67	282,927.72	675,726.06	-	-	-	-	-	-	-	-	-	1,305,428.92	4,090,024.26	5,395,453.18
1937	109,803.12	247,986.84	246,942.54	513,777.34	846,033.35	-	-	-	21,642.18	4,076.14	-	-	-	5,777.99	1,996,039.50	3,337,643.98	5,333,683.48
1938	142,502.47	207,372.40	30,193.15	215,118.91	756,305.26	-	-	-	-	6,570.28	-	-	-	422.31	1,358,484.78	3,080,768.08	4,439,252.86
1939	107,719.39	210,318.11	10,606.53	308,980.06	830,877.69	-	-	5,513.68	-	13,749.10	13,756.44	3,776.76	-	6,306.86	1,511,604.62	2,855,737.84	4,367,342.46
1940	124,711.30	230,311.01	85,618.64	373,526.48	763,075.33	-	-	5,746.95	-	15,909.31	12,745.94	11,398.25	-	7,226.54	1,630,269.75	1,961,063.94	3,591,333.69
1941	131,467.79	234,576.06	288,423.60	651,045.97	774,573.50	34,563.98	-	5,259.89	-	11,659.30	8,600.84	23,881.16	8,507.89	7,444.55	2,180,004.53	2,115,580.43	4,295,584.96
1942	139,814.75	284,696.12	294,341.32	420,374.35	848,789.57	45,839.64	-	2,817.80	-	8,144.50	-	101,511.29	-	8,024.24	2,154,353.58	1,951,591.21	4,105,944.79
1943	132,417.94	99,602.88	(117,209.93)	198,911.55	745,480.25	23,717.87	-	2.75	-	3,872.94	-	60,572.95	14,767.67	10,028.96	1,172,165.83	2,471,513.12	3,643,678.95
1944	137,213.81	86,396.91	(1,104.79)	312,817.94	703,340.85	13,853.57	-	284.42	-	2,948.71	-	49,796.82	-	9,736.48	1,315,284.72	1,793,789.88	3,109,074.60
1945	135,853.31	77,989.62	130,384.29	169,221.14	773,778.26	7,098.83	-	49.54	-	2,645.75	-	52,388.71	-	10,154.42	1,359,563.87	782,606.81	2,142,170.68
1946	161,136.12	155,458.84	256,993.77	684,509.81	855,194.89	66,859.67	-	171.89	-	6,986.62	-	55,969.67	6,507.25	10,671.52	2,260,460.05	767,110.32	3,027,570.37
1947	206,594.12	273,327.10	750,334.07	1,679,781.89	1,051,422.22	29,106.56	-	4.13	-	14,163.23	3,404.75	72,422.82	781.29	12,584.63	4,093,926.81	3,204,712.30	7,298,639.11
1948	218,012.29	351,039.58	302,514.20	1,837,296.09	1,195,746.18	43,344.30	-	-	-	28,399.09	13,797.05	65,055.77	22,618.66	15,255.98	4,093,079.19	2,761,376.93	6,854,456.12
1949	198,545.20	480,644.26	361,827.12	1,393,520.06	1,405,657.62	50,940.58	-	-	50,000.00	34,089.26	16,802.26	47,623.38	-	16,087.04	4,055,736.78	3,664,359.88	7,720,096.66
1950	212,980.28	515,800.03	246,466.25	1,281,327.44	1,372,479.06	83,572.45	-	-	75,000.00	48,810.50	10,763.25	97,000.00	1,263.95	10,257,63	3,955,720.84	4,366,214.87	8,321,935.71
1951	244,139.63	470,008.53	279,713.04	1,396,214.56	1,518,897.11	151,657.23	-	-	100,000.00	49,518.82	-	101,400.00	-	10,346.83	4,321,895.75	4,068,205.45	8,390,101.20
1952	298,127.16	625,212.56	65,788.37	1,605,641.02	2,129,174.39	78,076.93	-	-	60,000.00	53,439.31	(1)	127,000.00	-	10,172.60	5,052,632.34	3,322,297.52	8,374,929.86
1953	300,791.62	580,736.02	203,722.26	1,478,321.36	2,005,865.80	274,392.25	-	-	-	45,389.97	-	152,586.96	-	11,625.86	5,053,432.10	5,684,340.61	10,737,772.71
1954	315,947.11	949,768.77	30,383.25	2,116,775.97	2,350,277.28	508,380.99	-	-	-	32,304.13	-	165,061.67	-	13,374.21	6,482,273.38	4,902,816.80	11,385,090.18
1955	368,175.21	1,009,267.06	223,683.79	2,920,129.07	2,270,087.71	380,029.89	-	-	-	47,170.97	-	137,740.33	-	16,443.91	7,372,727.94	5,021,089.95	12,393,817.89
1956	338,100.11	1,195,953.78	406,769.96	1,780,897.90	2,607,480.70	396,909.48	-	-	165,000.00	52,228.18	-	152,222.20	-	17,889.34	7,113,451.65	7,695,881.65	14,809,333.30
Total	5,206,627.84	10,063,443.67	4,707,328.87	29,305,941.28	31,646,586.61	2,188,344.22	114,846.29	19,851.05	471,642.18	482,076.11	79,870.53	1,477,408.74	54,446.71	209,831.90	86,028,246.00	95,505,819.08	181,534,065.08

(1) After 1950, amounts for Safety Division included in Table III, column headed Public Service Commission Deputies.

YEAR	Us Tax t
1917	
1918	
1919	
1920	
1921	
1922	
1923	
1924	
1925	
1926	
1927	
1928	
1929	
1930	
1931	
1932	
1933	
1934	
1935	
1936	
1937	
1938	
1939	
1940	3,39
1941	4,03
1942	3,41
1943	7,61
1944	5,42
1945	4,47
1946	5,42
1947	6,06
1948	6,42
1949	6,93
1950	6,12
1951	6,37
1952	10,38
1953	9,56
1954	21,84
1955	14,87
1956	-
Totals	122,3

NEVADA HIGHWAY PLANNING SURVEY
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Expenditures - Tax Collection Costs, Refunds, Transfers, Etc., of Nevada State Department of Highways
by Fiscal Years 1917 to 1956

TABLE III

YEAR	TAX COLLECTION COSTS, REFUNDS, TRANSFERS, ETC.													
	Use Fuel Tax Administration	Gas Tax Administration	Gas Tax Refunds	Drivers' License Administration	Public Service Commission Deputies	Common Carrier Refunds	County Highway Bond Redemption	Revolving and Emergency Funds	Accounts Receivable	Police Patrol Highway	Total	Federal Aid	State Expenditures by Highway Department	Total
	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1917	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1918	-	-	-	-	-	-	-	2,500.00	-	-	2,500.00	-	112,312.66	114,812.66
1919	-	-	-	-	-	-	11,629.46	7,500.00	16,115.58	-	35,245.04	125,570.65	466,548.03	627,363.72
1920	-	-	-	-	-	-	-	10,000.00	48,204.69	-	58,204.69	385,906.73	1,109,875.33	1,553,986.75
1921	-	-	-	-	-	-	-	4,238.85	63,473.56	-	67,712.41	566,590.63	677,852.31	1,312,155.35
1922	-	-	-	-	-	-	-	4,238.86	63,473.56	-	67,712.42	754,815.47	677,852.34	1,500,380.23
1923	-	-	-	-	-	-	-	-	59,148.34	-	59,148.34	1,287,060.51	926,445.41	2,272,654.26
1924	-	-	-	-	-	-	-	-	59,148.34	-	59,148.34	2,146,590.15	926,445.44	3,132,183.93
1925	-	-	-	-	-	-	-	-	24,923.56	12,094.31	37,017.87	1,735,853.73	810,912.99	2,583,784.59
1926	-	-	-	-	-	-	-	-	24,923.56	12,094.31	37,017.87	930,747.40	810,913.01	1,778,678.28
1927	-	-	-	-	-	-	-	-	33,589.57	10,173.80	43,763.37	995,545.02	834,206.64	1,873,515.03
1928	-	-	-	-	-	-	-	-	33,589.57	10,173.80	43,763.37	1,040,934.23	834,206.65	1,918,904.25
1929	-	-	-	-	-	-	-	-	23,053.30	7,741.24	30,794.54	1,098,609.18	1,085,582.79	2,214,986.51
1930	-	-	-	-	-	-	29,721.65	-	29,512.19	8,504.29	67,738.13	1,120,686.76	1,351,435.74	2,539,860.63
1931	-	-	-	-	-	-	27,912.50	-	7,212.21	11,584.36	46,709.07	731,363.74	752,492.44	1,530,565.25
1932	-	-	-	-	-	-	39,551.25	-	22,793.98	15,873.38	78,218.61	2,763,866.69	1,362,771.60	4,204,856.90
1933	-	-	-	-	-	-	31,600.00	-	23,183.97	16,283.75	71,067.72	2,581,635.94	1,074,900.26	3,727,603.92
1934	-	-	-	-	-	-	28,178.75	-	16,128.34	28,178.75	72,485.84	3,592,012.04	1,302,040.07	4,966,537.95
1935	-	443.47	27,960.92	-	6,362.03	-	23,857.50	-	59,056.56	24,135.18	141,815.66	3,749,304.38	1,072,915.36	4,964,035.40
1936	-	3,064.69	84,323.70	-	10,798.01	-	5,378.50	-	16,637.51	25,372.05	145,574.46	4,090,024.26	1,305,428.92	5,541,027.64
1937	-	4,454.50	81,910.33	-	11,256.55	13,756.12	21,902.75	-	20,283.23	28,573.51	182,136.99	3,337,643.98	1,996,039.50	5,515,820.47
1938	-	3,750.83	72,208.36	-	11,449.27	790.56	8,793.75	-	37,804.42	36,344.76	171,141.95	3,080,768.08	1,358,484.78	4,610,394.81
1939	-	2,657.89	85,462.93	-	11,959.51	1,351.35	8,305.02	-	28,483.05	20,647.50	158,867.25	2,855,737.84	1,511,604.62	4,526,209.71
1940	3,391.77	2,695.62	93,421.13	-	11,672.99	2,310.58	6,966.34	-	25,814.30	41,151.06	187,923.79	1,961,063.94	1,630,269.75	3,779,257.48
1941	4,035.68	4,694.88	122,367.19	-	14,758.70	9,117.76	-	-	25,716.86	32,697.55	213,388.62	2,115,580.43	2,180,004.53	4,508,973.58
1942	3,413.13	7,671.35	154,901.43	62,074.55	52,354.81	413.54	-	-	25,086.79	-	305,915.60	1,951,591.21	2,154,353.58	4,411,860.39
1943	7,619.75	7,186.74	267,276.02	18,255.75	48,537.23	814.15	-	-	42,606.01	-	392,295.65	2,471,513.12	1,172,165.83	4,035,974.60
1944	5,425.58	8,149.44	169,213.73	47,768.81	47,646.99	37.70	-	-	33,544.66	-	311,786.91	1,793,789.88	1,315,284.72	3,420,861.51
1945	4,479.14	7,985.66	150,777.17	37,124.35	45,487.53	4,609.50	-	-	33,706.16	-	284,169.51	782,606.81	1,359,563.87	2,426,340.19
1946	5,420.79	7,983.35	164,953.82	32,871.43	50,999.45	552.56	-	-	30,979.54	-	293,760.94	767,110.32	2,260,460.05	3,321,331.31
1947	6,060.15	9,780.71	169,719.25	59,670.25	59,286.59	864.85	-	-	42,561.17	-	347,942.97	3,204,712.30	4,093,926.81	7,646,582.08
1948	6,424.84	11,767.70	188,841.68	44,154.35	64,334.56	928.30	-	-	79,818.68	-	396,270.11	2,761,376.93	4,093,079.19	7,250,726.23
1949	6,932.48	13,913.02	201,843.55	67,204.89	76,218.87	312.66	-	-	221,955.54	-	588,381.01	3,664,359.88	4,055,736.78	8,308,477.67
1950	6,125.03	10,899.11	149,078.21	42,602.08	40,926.18	849.43	-	-	39,406.55	112,860.02	402,746.61	4,366,214.87	3,955,720.84	8,724,682.32
1951	6,375.75	8,219.27	163,558.05	26,316.01	47,850.58	165.50	-	-	44,569.15	142,701.08	439,755.39	4,068,205.45	4,321,895.75	8,829,856.59
1952	10,381.85	9,745.77	194,113.66	68,108.74	89,721.27	949.00	-	-	158,863.60*	169,988.11	701,872.00	3,322,297.52	5,052,632.34	9,076,801.86
1953	9,567.98	13,316.26	220,939.95	58,244.82	101,661.31	155.50	-	-	97,803.63*	174,791.66	676,481.11	5,684,340.61	5,053,432.10	11,414,253.82
1954	21,842.74	22,430.00	213,817.53	88,070.00	180,837.00	795.70	-	-	85,033.85	313,254.00	926,080.82	4,902,816.80	6,482,273.38	12,311,171.00
1955	14,870.34	12,304.91	218,001.54	73,230.51	116,894.20	8,096.05	-	-	57,655.29	310,250.15	811,302.99	5,021,089.95	7,372,727.94	13,205,120.88
1956	-	44,894.94	219,612.87	101,463.90	189,926.00	7,163.22	-	-	90,437.42	402,423.50	1,055,921.85	7,695,881.65	7,113,451.65	15,865,255.15
Totals	122,367.00	218,010.11	3,414,303.02	827,160.44	1,290,939.63	54,534.03	243,797.47	28,477.71	1,846,298.29	1,967,892.12	10,313,779.82	95,505,819.08	86,028,246.00	191,547,844.90

* Includes operation breakthrough.

STATE OF NEVADA - DEPARTMENT OF HIGHWAYS

ESTIMATE OF ANTICIPATED REVENUES AVAILABLE FOR HIGHWAY USE FOR 1957, 1958, AND 1959 FISCAL YEARS COMPARED TO ACTUAL REVENUES OF 1956 FISCAL YEAR

TABLE IV

I T E M	1956	1957	1958	1959
Motor Vehicle Fuel Tax	$5,786,609	$ 6,246,470	$ 6,496,328	$ 7,308,372
Auto License Fees	1,170,680	1,217,507	1,266,207	1,424,493
Common Carrier Licenses	1,172,760	1,849,581	1,923,564	2,164,036
Drivers' License Fees	153,541	82,912	140,000	43,300
Federal Aid	7,695,882	20,345,333	25,927,431	28,404,569
Miscellaneous	142,807	--	--	--
Totals . . . . . (1)	$16,122,279	$29,741,803 (2)	$35,753,530 (2)	$39,344,770 (2)

(1) Report of Department of Highways, State of Nevada for the fiscal year ending June 30, 1954 (see page 68), shows receipts of $16,349,056. The difference of $226,777 consists of $219,613 of Motor Vehicle Fuel Tax Expense and $7,164 of Common Carrier License Expense.

(2) Does not include $245,000 estimated 1957 tax refund.
Does not include $250,000 estimated 1958 tax refund.
Does not include $255,000 estimated 1959 tax refund.

STATE OF NEVADA - DEPARTMENT OF HIGHWAYS

ESTIMATE OF PROPOSED EXPENDITURES BY THE
HIGHWAY DEPARTMENT FOR 1957, 1958, AND 1959 FISCAL YEARS
COMPARED TO ACTUAL EXPENDITURES OF 1956 FISCAL YEAR

TABLE V

ITEM	1956	1957	1958	1959
General Administration	$ 320,553.46	$ 352,000.00	$ 390,000	$ 390,000
Preliminary Engineering	1,195,953.78	1,547,462.19	1,798,838	1,697,411
Federal-aid Construction	7,695,881.65	20,345,333.00	25,927,431	28,404,569
State Construction	1,538,309.22	1,990,402.91	2,313,731	2,313,000
To Plant and Equipment	406,769.96	441,000.00	486,000	486,000
General Maintenance	2,759,702.90	3,200,000.00	3,500,000	3,500,000
Maintenance Buildings	396,909.48	164,591.00	300,000	300,000
State Office Building	165,000.00	165,000.00	-	-
Public Relations	8,525.94	9,000.00	10,000	10,000
Official Road Maps	17,546.65	20,000.00	22,000	22,000
Research and Investigation	242,588.68	271,000.00	298,000	298,000
Traffic Studies	17,889.34	20,000.00	22,000	22,000
Highways and Parks Magazine	43,702.24	49,000.00	54,000	54,000
Safety Division	-	-	-	-
Highway Patrol	402,423.50	348,337.00	400,000	400,000
Gas, Use Fuel Administration	44,894.94	46,455.00	50,000	50,000
Drivers' License Administration	101,463.90	106,794.40	100,000	100,000
Motor Vehicle Department	141,432.00	123,358.00	165,000	165,000
Public Service Commission (Salary)	48,494.00	57,987.50	50,000	50,000
Totals . . . . . (1)	$15,548,041.64	(2) $29,257,721.00	(3) $35,887,000	(4) $38,261,980

1956 (1) Diff = $317,213.51 = A/R $90,437.42, Gas, Use Fuel Ref. $7,163.22,
Common Carrier $219,612.87

1957 (2)	$ 90,000.00	$ 245,000
1958 (3)	$ 90,000.00	$ 250,000
1959 (4)	$ 90,000.00	$ 255,000

NEVADA HIGHWAY PLANNING SURVEY
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Amount and Percentage
Comparison of Total Construction Costs
of Nevada State Department of Highways
from 1937 - 1956 by Fiscal Years

TABLE VI

Year	Arithmetic Averages (1)	(1) Total Construction Costs	(2) Percent State's Share to Total Construction Costs	State's Share of Construction Costs	Arithmetic Averages (3)
1937)		$ 3,851,421	13.3	$ 513,777	
1938)		3,295,887	6.5	215,119	
1939)	$3,082,648	3,164,717	9.8	308,980	$412,489
1940)		2,334,590	16.0	373,526	
1941)		2,766,626	23.5	651,046	
1942)		2,371,966	17.7	420,375	
1943)		2,670,425	7.4	198,912	
1944)	$1,910,489	2,106,608	14.8	312,818	$357,167
1945)		951,828	17.7	169,221	
1946)		1,451,620	47.2	684,510	
1947)		4,884,494	34.4	1,679,782	
1948)		4,598,673	40.0	1,837,296	
1949)	$6,218,100	5,057,880	25.9	1,393,520	$1,748,990
1950)		5,647,542	22.7	1,281,327	
1951)		5,464,220	25.6	1,396,215	
1952)		4,927,939	32.6	1,605,641	
1953)		7,162,662	20.6	1,478,321	
1954)		7,019,593	30.2	2,116,776	
1955)		7,941,219	36.8	2,920,129	
1956)		9,476,780	18.8	1,780,898	
Totals		$87,146,690	24.5	$21,338,189	
	20-year average	$ 4,357,334	24.5	$ 1,066,909	

NEVADA HIGHWAY PLANNING SURVEY
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Motor Vehicle Registration for Apportionment to Counties by Fiscal Years from State Controller's Annual Reports and Motor Vehicle Department

TABLE VII

County	1956	1955	1954	1953	1952	1951
	$	$	$	$	$	$
Churchill	7,070.25	-	3,426.00	2,967.75	3,598.25	3,565.00
ark	33,042.75	35,049.75	29,400.75	24,108.00	25,993.00	22,116.00
Douglas	3,041.25	-	1,692.75	1,440.75	1,765.25	1,678.00
ko	9,072.75	-	4,983.75	4,746.00	5,780.75	5,790.00
Esmeralda	492.00	-	288.75	282.00	404.25	377.00
reka	945.00	-	454.50	462.75	540.50	452.00
Humboldt	4,208.25	-	2,246.25	2,008.50	2,502.75	2,610.00
nder	1,337.25	-	724.50	699.00	836.75	885.00
Lincoln	2,646.00	-	1,618.50	1,396.50	1,748.25	1,631.00
on	4,980.75	-	2,850.75	2,315.25	2,296.75	2,170.00
neral	5,517.75	-	3,150.00	2,846.25	2,491.50	2,386.00
Nye	4,019.25	-	2,013.00	1,833.75	1,743.00	1,499.00
msby	3,916.50	-	1,757.25	1,620.00	2,061.00	2,014.00
Pershing	2,937.75	-	1,705.50	1,573.50	1,815.50	1,723.00
orey	506.25	-	267.75	250.50	346.75	354.00
Washoe	46,298.25	-	23,589.75	21,432.75	27,356.25	26,648.00
ite Pine	8,370.00	-	4,260.00	3,941.25	4,802.50	4,327.00
Totals	2/ 138,402.00	2/ 35,049.75	84,429.75	73,924.50	1/ 86,083.00	1/ 80,225.00

1/ Controller's Report shows $166,647.15 in 1952, actually was $80,083.00 in 1952 and $80,225.00 in 1951, thus $339.15 not identified by County.

2/ 1955-56 actually is a 18-month period January 1954 to June 1955.

NEVADA HIGHWAY PLANNING SURVEY
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

1-1/2 Cent Gas Tax Apportionment to Counties, by Fiscal Years, from

State Controller's Annual Report

TABLE VIII

County	1956	1955	1954	1953	1952	1951
	$	$	$	$	$	$
Churchill	58,170.77	53,940.71	48,479.43	41,366.14	36,747.83	32,166.43
lark	450,540.91	410,587.25	370,665.00	309,418.44	260,293.27	215,917.03
Douglas	24,777.04	24,461.12	23,579.49	20,958.44	17,222.50	18,147.10
lko	162,203.31	156,780.73	153,734.49	139,237.15	121,263.53	108,468.09
smeralda	21,196.17	19,060.47	17,851.36	16,632.10	14,678.53	12,919.38
ureka	22,974.69	21,356.44	19,005.44	19,952.91	16,680.73	13,693.72
umboldt	86,735.28	80,425.44	76,837.33	68,696.05	59,471.34	55,157.67
ander	41,256.48	37,940.89	36,057.73	34,056.51	29,827.82	27,074.72
incoln	50,962.01	48,668.37	46,538.02	43,551.58	36,453.82	33,450.06
Lyon	66,391.22	59,124.47	50,912.64	47,883.75	37,273.81	33,705.80
ineral	36,104.78	35,742.64	41,273.28	38,348.46	32,219.94	25,341.35
Nye	88,352.14	90,430.36	64,844.60	63,617.54	59,305.04	51,395.72
rmsby	34,646.48	34,639.74	32,052.86	26,943.93	22,605.28	20,084.03
Pershing	53,474.80	51,763.60	50,187.05	46,835.36	39,613.66	37,044.55
storey	7,324.66	6,641.97	6,059.62	5,894.61	4,681.14	4,539.03
Washoe	321,653.27	299,986.65	280,857.47	249,138.76	218,509.88	206,968.51
hite Pine	100,801.88	97,724.24	89,937.16	78,190.67	67,895.72	60,990.95
otals	1,627,565.89	1,529,275.09	1,408,872.97	1,250,722.40	1,074,143.84	957,064.14

TABLE IX

State Highway Fund Balances by Months

1955

Month		Amount Vouchered and Reimbursable	State Controller's Balance	Highway Balance	Theoretical Net Worth 1/
January	5	743,707.88	2,337,112.09	2,033,056.59	2,776,764.47
February	5	425,375.42	3,430,112.67	3,146,732.66	3,572,108.08
March	5	415,735.10	3,502,022.52	3,134,700.94	3,550,436.04
April	5	780,797.86	3,586,044.71	2,907,631.22	3,688,429.08
May	5	1,179,989.73	3,454,471.86	2,538,072.70	3,718,062.43
June	5	1,524,986.08	3,202,787.28	2,345,280.62	3,870,266.70
July	5	2,358,261.48	2,645,462.05	1,722,882.64	4,081,144.12
August	5	1,643,028.83	3,426,922.69	1,850,144.75	3,493,173.58
September	5	1,402,373.69	3,337,809.88	2,133,667.93	3,536,041.62
October	5	1,272,439.84	4,071,983.98	2,898,764.81	4,171,204.65
November	5	943,791.37	3,950,751.07	3,272,831.50	4,216,622.87
December	5	1,004,115.74	3,992,655.99	3,254,050.73	4,258,166.47

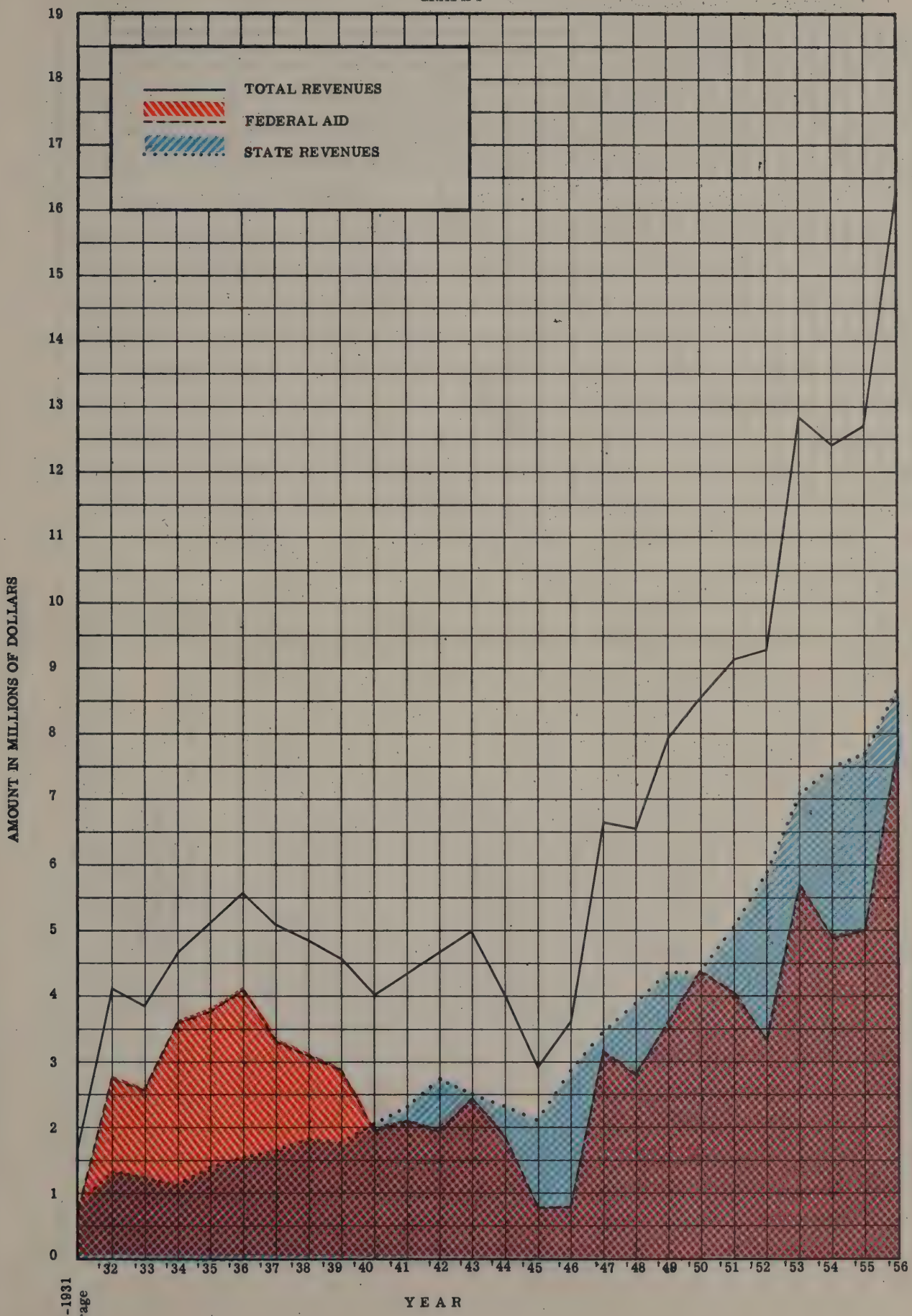
1956

January	5	999,019.76	4,136,886.29	3,467,124.22	4,466,143.98
February	5	996,619.52	3,910,209.09	3,222,133.68	4,218,753.20
March	5	863,536.64	3,728,212.73	3,255,349.48	4,118,886.12
April	5	1,437,296.61	3,588,453.47	2,740,360.48	4,177,657.09
May	5	1,892,489.23	3,058,365.97	2,256,885.76	4,149,374.99
June	5	1,246,718.90	3,763,029.07	2,769,384.33	4,016,103.23
July	5	1,758,213.06	3,324,046.39	2,206,683.06	3,964,896.12
August	5	1,389,274.84	4,322,641.98	2,569,880.19	3,959,155.03
September	5	2,630,434.37	3,246,296.31	1,472,792.35	4,103,226.72
October	5	1,548,513.17	5,039,891.03	3,586,877.77	5,135,390.94
November	5	1,119,009.17	4,611,676.63	3,607,858.41	4,726,867.58
December	5	1,239,767.97	4,426,660.91	3,418,773.03	4,658,541.00

1/ Theoretical Net Worth is derived by adding Highway Balance to Amount Vouchered and Reimbursable.

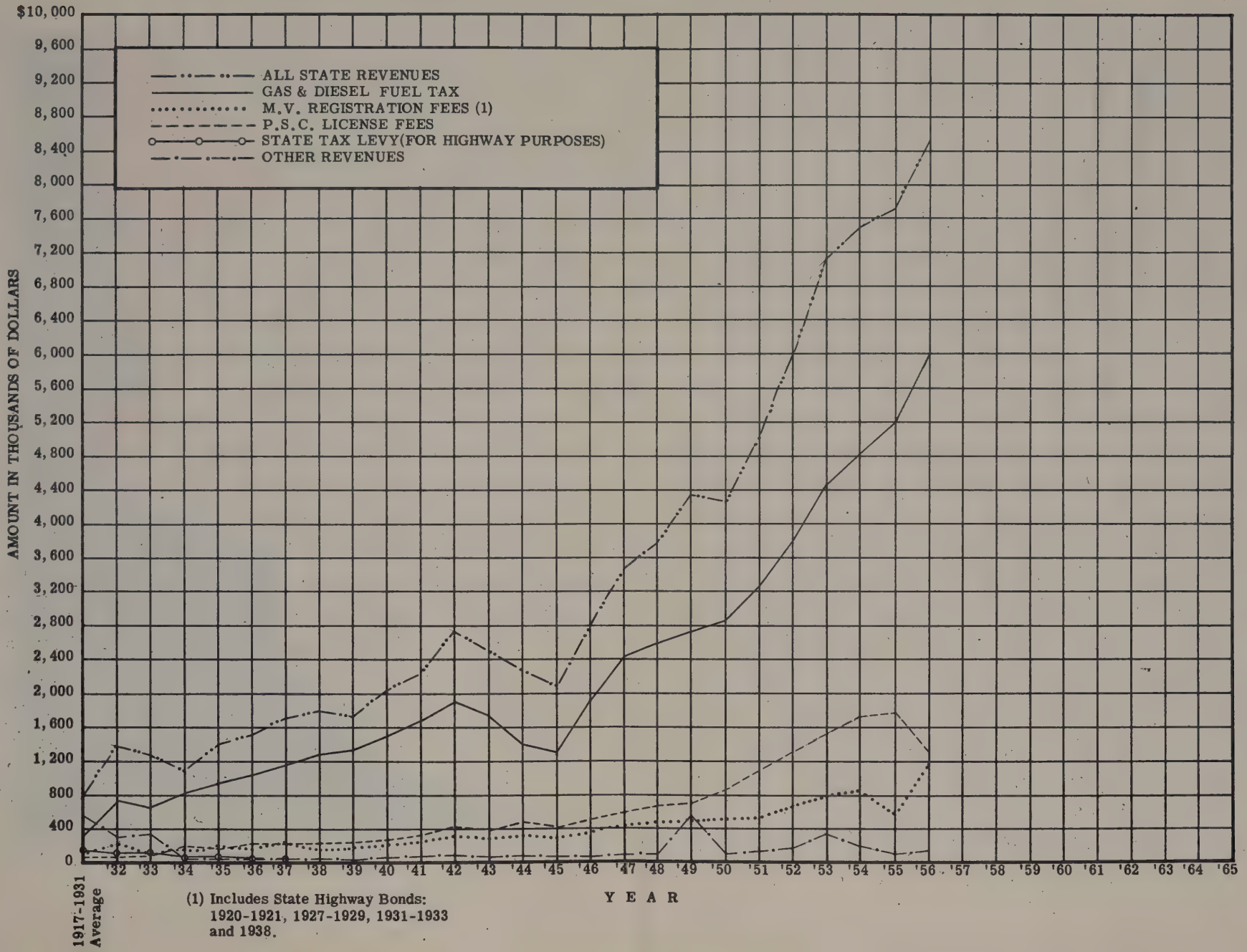
YEARLY COMPARISON OF FEDERAL-AID AND STATE REVENUES
OF NEVADA STATE DEPARTMENT OF HIGHWAYS
BY FISCAL YEARS 1917 - 1956

GRAPH I



COMPARISON OF YEARLY STATE REVENUES OF NEVADA STATE DEPARTMENT OF HIGHWAYS BY FISCAL YEARS 1917 - 1956

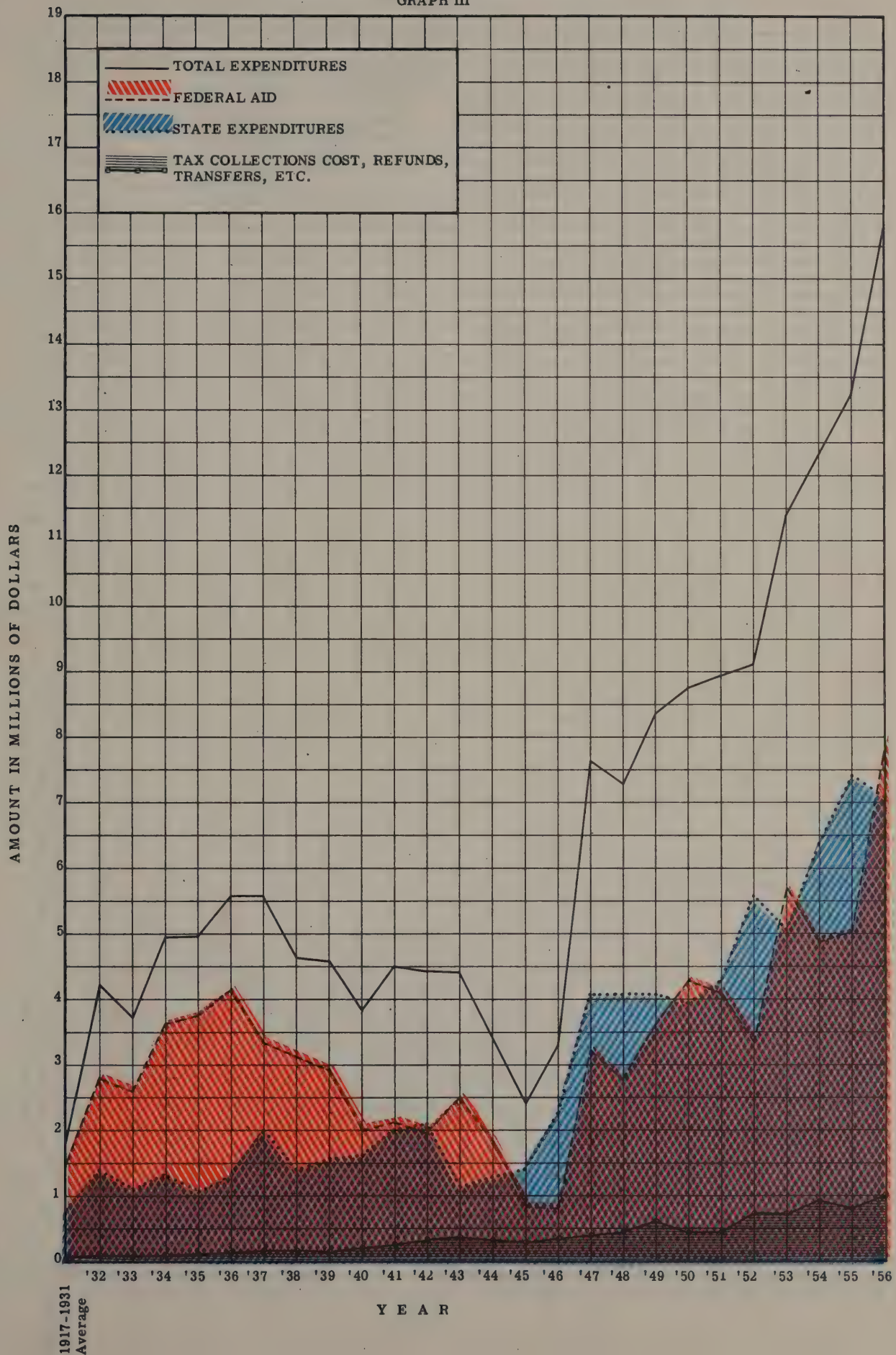
GRAPH II



(1) Includes State Highway Bonds: 1920-1921, 1927-1929, 1931-1933 and 1938.

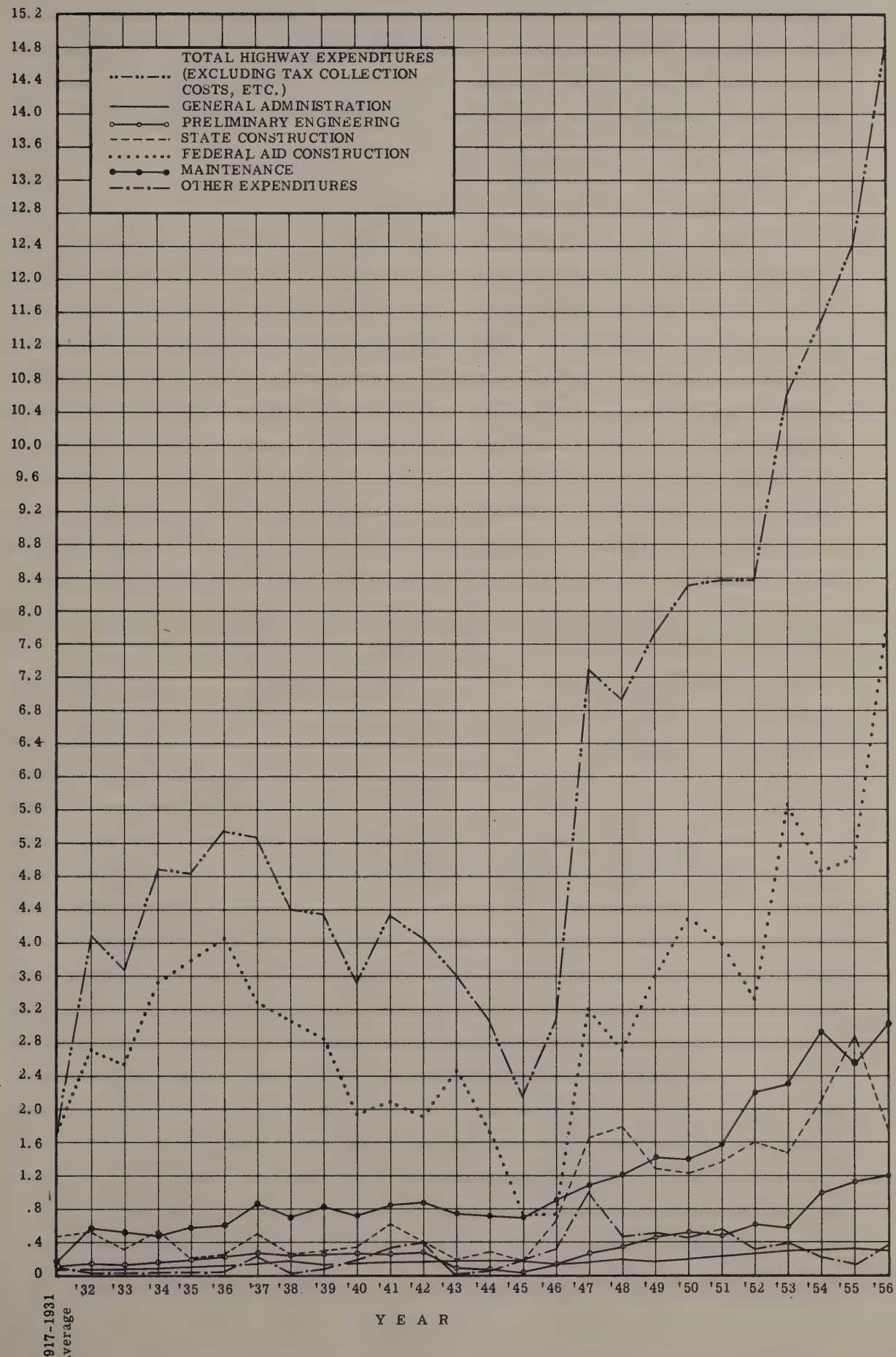
COMPARISON OF YEARLY EXPENDITURES OF NEVADA STATE DEPARTMENT OF HIGHWAYS BY FISCAL YEARS 1917 - 1956

GRAPH III



COMPARISON OF YEARLY STATE EXPENDITURES OF NEVADA STATE DEPARTMENT OF HIGHWAYS BY FISCAL YEARS - 1917 TO 1956

GRAPH IV



COMPARISON OF YEARLY REVENUES AND EXPENDITURES OF NEVADA STATE DEPARTMENT OF HIGHWAYS BY FISCAL YEARS 1917 - 1956

GRAPH V

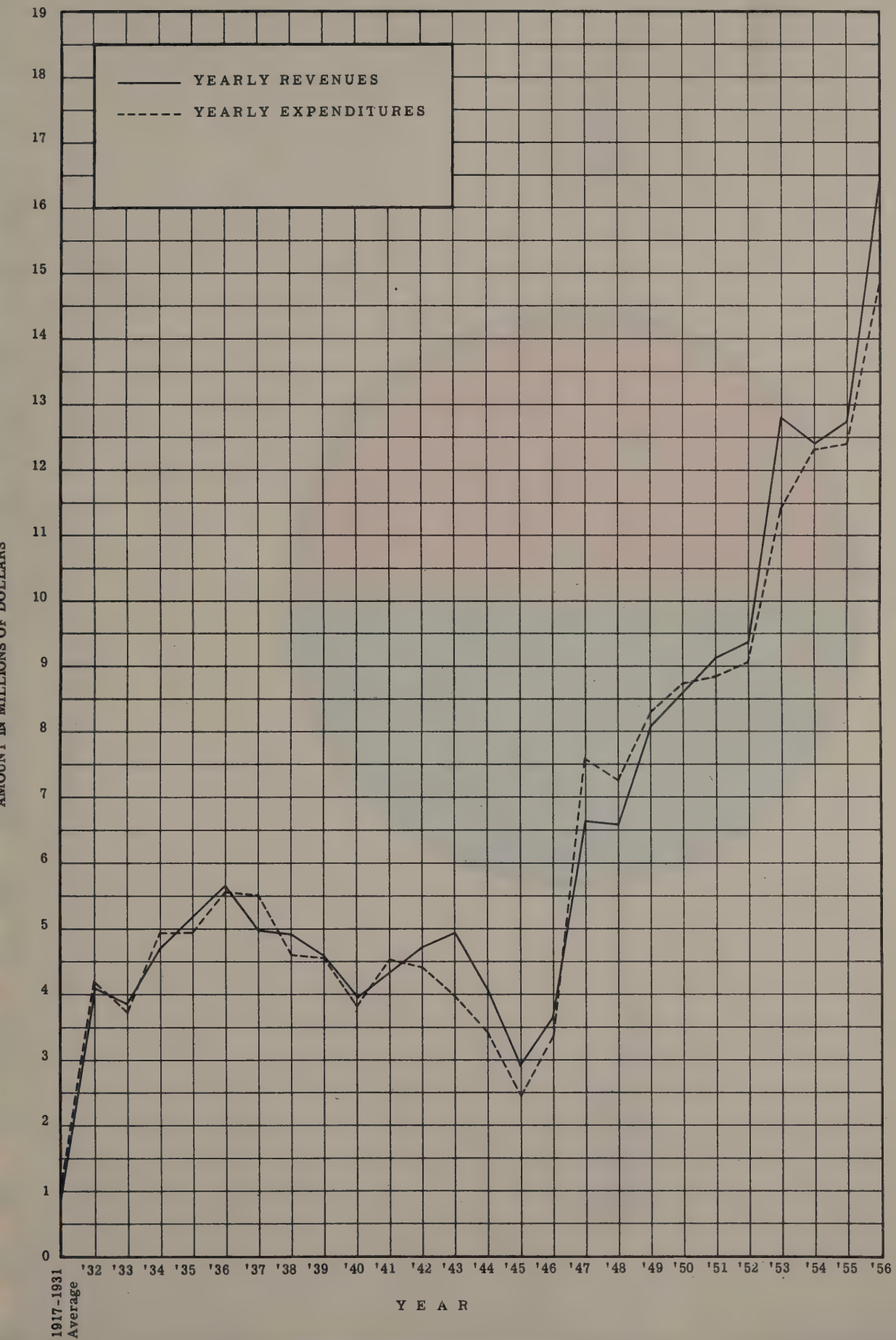
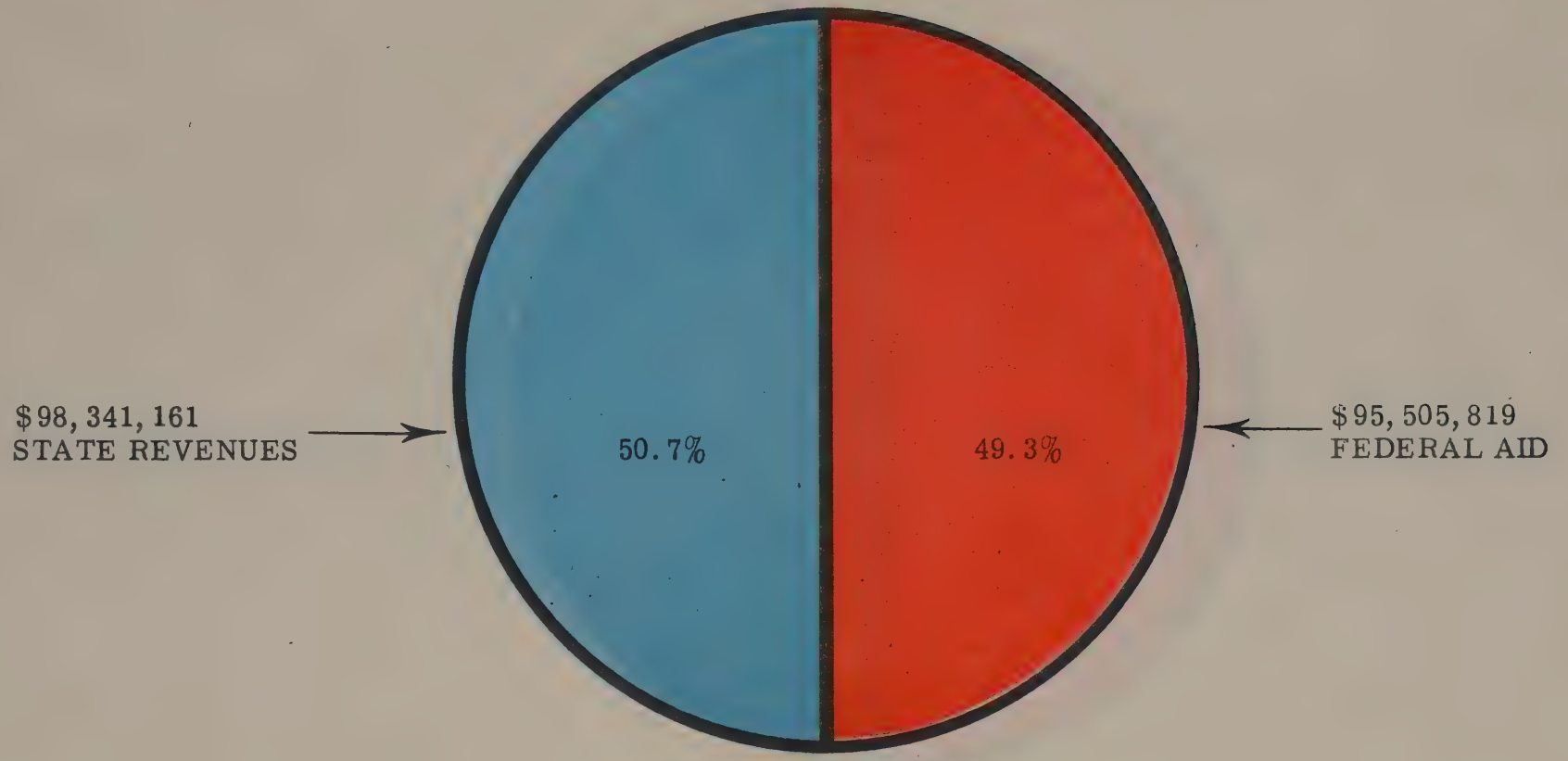


CHART 1 - PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE REVENUES
OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 TO 1956 (1)

TOTAL = $193,846,980



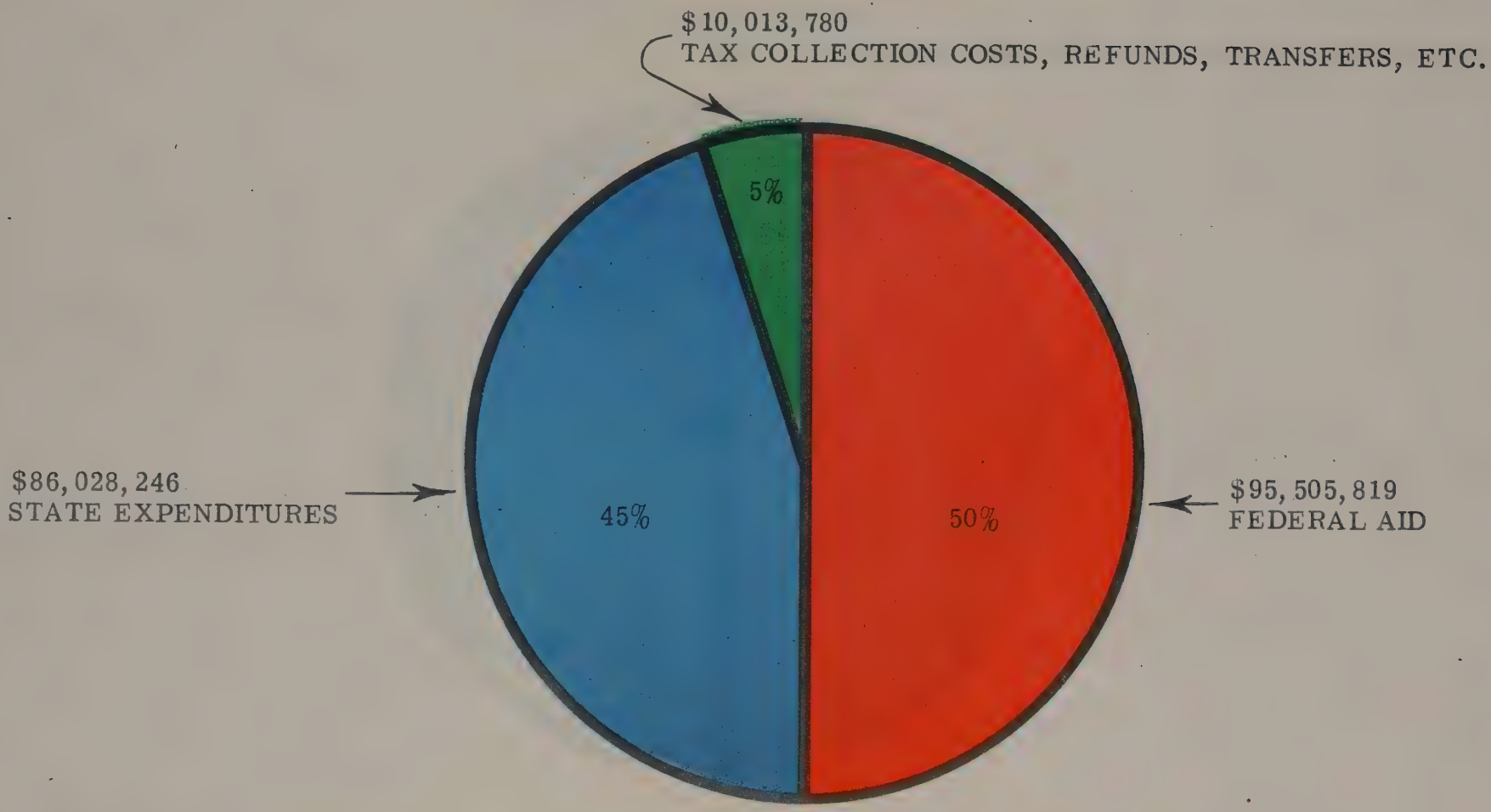
(1) FISCAL YEARS

CHART 2 - PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE

EXPENDITURES

OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS -1917 to 1956 (1)

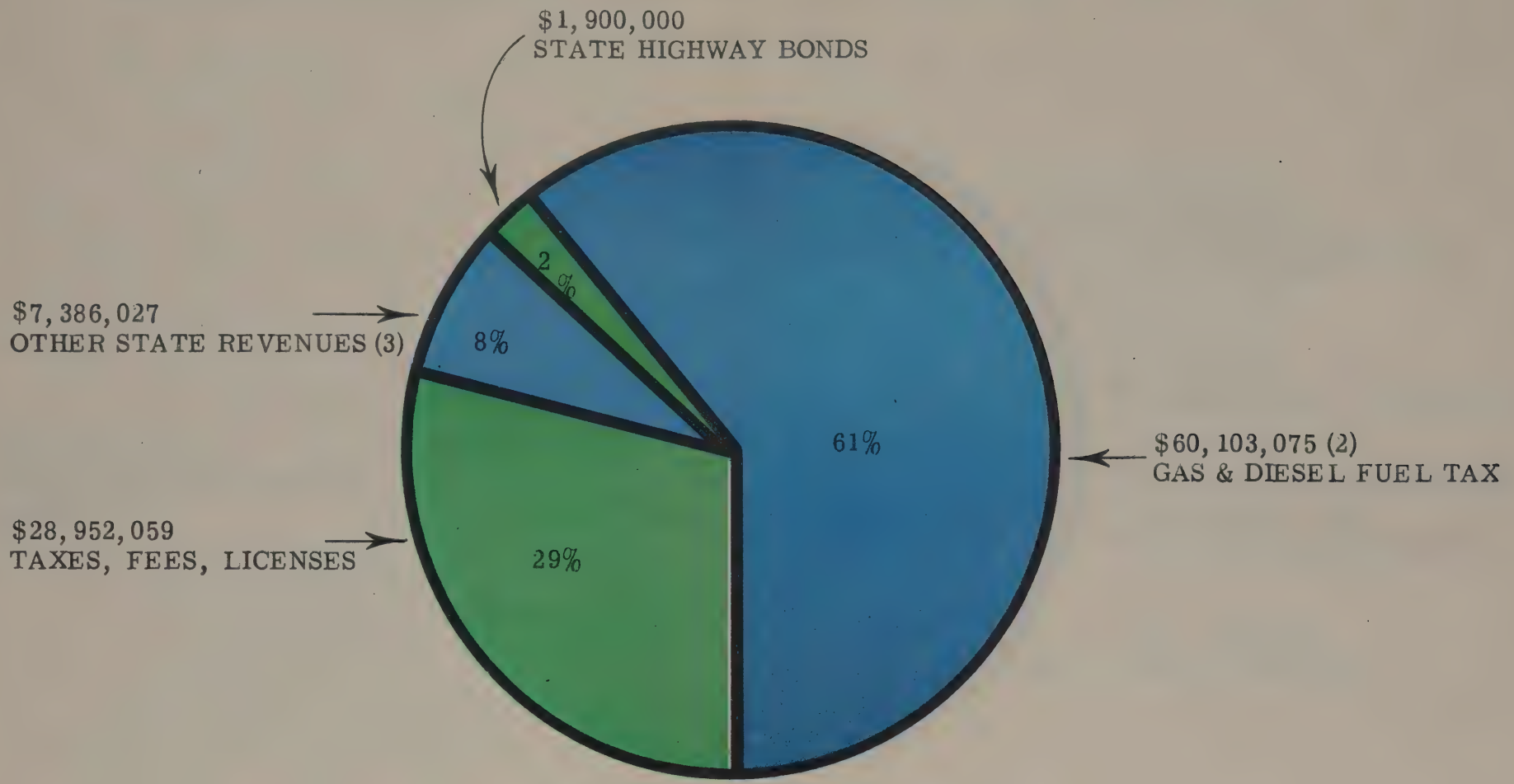
TOTAL = $191,547,845



(1) FISCAL YEARS

CHART 3 - PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE STATE REVENUES
(SEE CHART 1) OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 TO 1956 (1)

TOTAL = $98,341,161



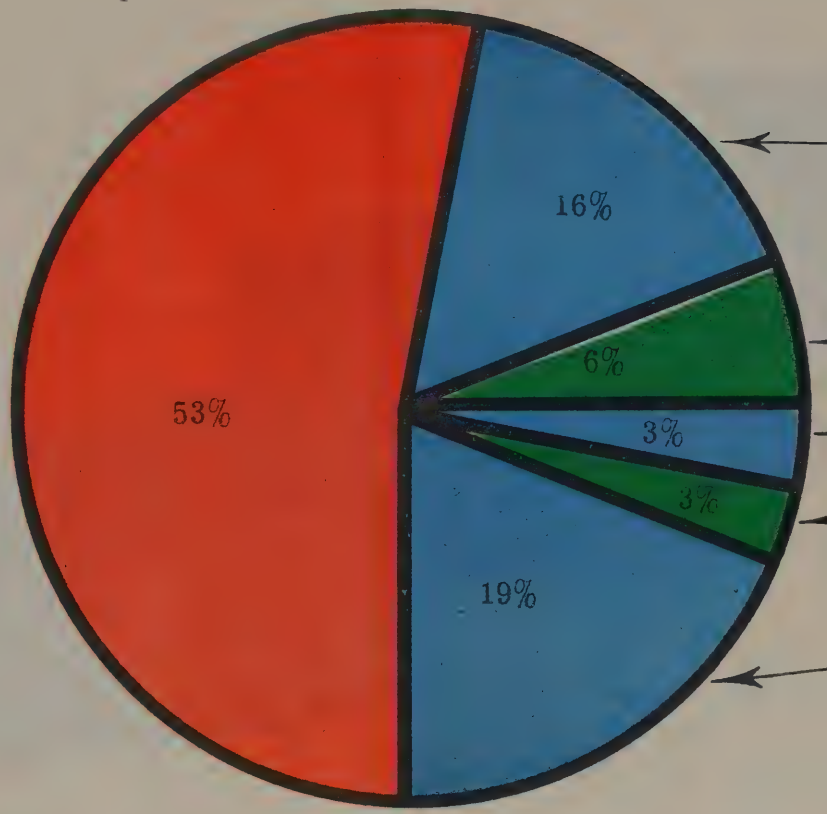
(1) FISCAL YEARS
(2) INCLUDES $1,900,000 FOR REDEMPTION OF STATE HIGHWAY BONDS
(3) COMPOSED OF REFUNDS BY COUNTIES, CITIES, RAILWAYS, ACCOUNTS RECEIVABLE AND MISCELLANEOUS FUNDS

CHART 4 - PERCENTAGE DISTRIBUTION BY TYPE OPERATION OF TOTAL CUMULATIVE EXPENDITURES

(EXCLUDING TAX COLLECTION COSTS, ETC.)

(SEE CHART 2) OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 to 1956 (1)

TOTAL = $181,534,065



$29,305,941
CONSTRUCTION STATE FUNDS

$10,063,444
PRELIMINARY ENGINEERING

$5,206,628
GENERAL ADMINISTRATION

$6,139,893 (2)
OTHER EXPENDITURES

$35,312,340
MAINTENANCE

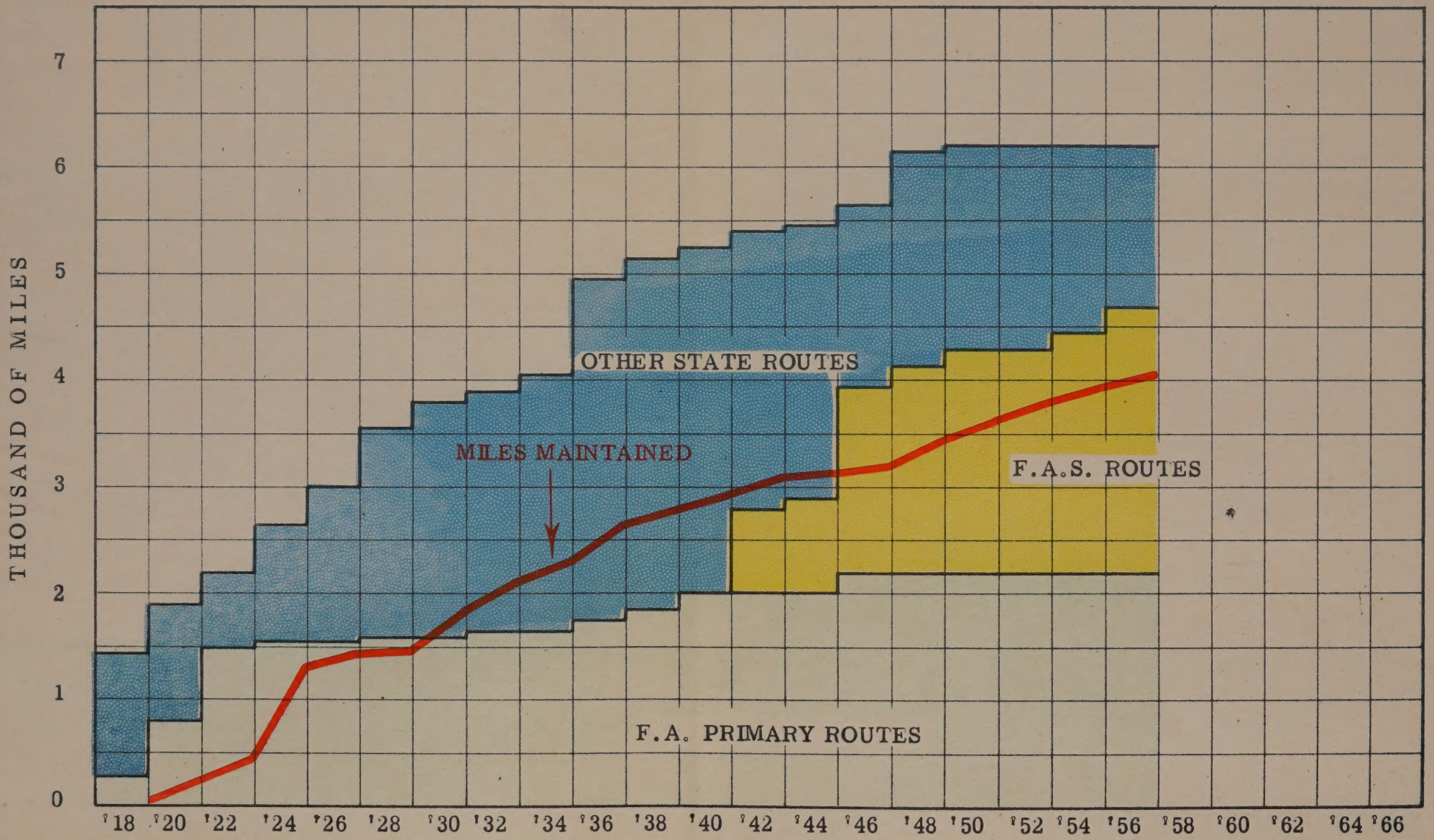
$95,505,819
CONSTRUCTION FEDERAL FUNDS

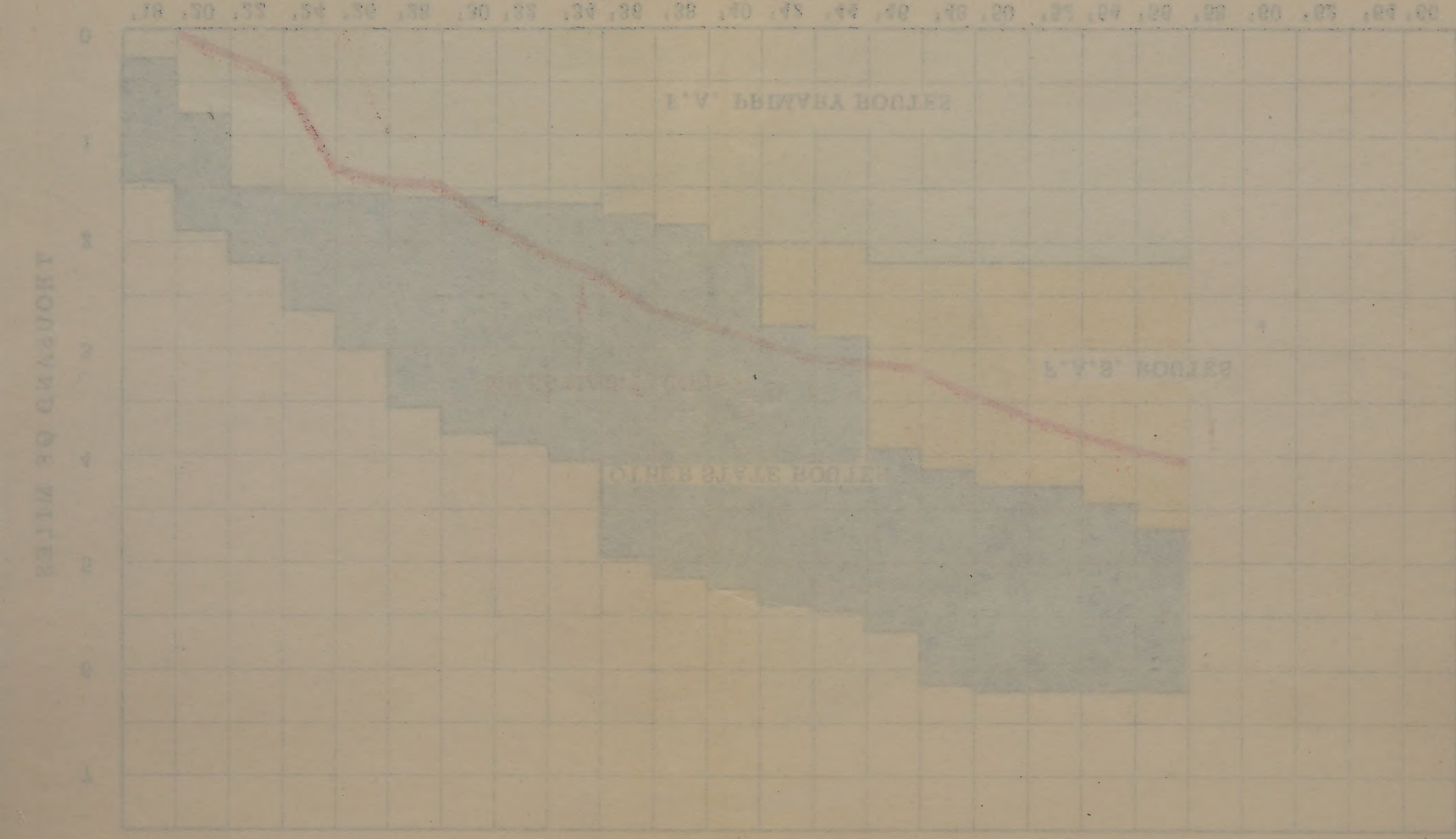
(1) FISCAL YEARS
(2) INCLUDES $1,900,000 FOR REDEMPTION OF STATE HIGHWAY BONDS

CHART 5 - MAINTENANCE OBLIGATIONS AND

A BIENNIUM COMPARISON OF GROWTH OF STATE-INTEREST ROADS

1917 to 1956





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